

Baty, John

From: Anthony Seebach [tseebach@msn.com]
Sent: Monday, December 19, 2005 6:53 PM
To: Andrew.Crabtree@sanjoseca.gov; John.Baty@sanjoseca.gov
Cc: Tony.Seebach@sanjoseca.gov
Subject: Items that need to be added to Evergreen Transportation Improvements

Hi Andrew and John, I am an Evergreen property owner who attended Evergreen Specific Plan public hearings in the early 1990s and attended my first Evergreen Visioning (EVP) meeting in the Spring of 2004. After attending my first EVP meeting, I mailed a letter in May 2004 (copy available on request) to my Councilperson, Dave Cortese (I was a District 8 resident at that time) questioning the amount of development and asking for more transportation improvements. I am asking for these improvements again since at the meeting last week, Andrew indicated that today was the deadline for consideration of additions to transportation improvements to be considered in the EIR.

The transportation improvements that need to be added to the improvements already being discussed are grade separation between Capitol Expressway and local streets and a pedestrian overcrossing on Highway 101 between Interstate 280 and Yerba Buena Ave. The current traffic at Capitol Expressway and Story Road is Level of Service (LOS) F and will get much worse with Home Depot being planned for the Mervyn's shopping center and increased development being considered in Evergreen. Other local streets that should be considered for grade separation are Tully, Quimby, Aborn and Silver Creek Roads. Any intersection on Capitol Expressway that will go to LOS F, needs to have grade separation studied. Adding more signals, even smarter signals, will not handle the amount of development being planned. Capitol Expressway NB to Aborn EB also needs more than the single right turn (by the Red Lobster) that often backs up past Silver Creek.

I am also asking for a pedestrian overcrossing on 101 to be considered. As an experienced bicycle rider I was able to ride Capitol Express to San Antonio St. to get downtown although I would sometimes use the pedestrian crossing over 680 at Sunset to avoid dangerous, high-speed traffic. There needs to be a pedestrian overcrossing studied for 101 to allow pedestrians and cyclists to cross the freeway without using dangerous interchanges at Story, Tully, Capitol and Yerba Buena.

Thank you for your consideration of these improvements that I think are needed and should be considered. If traffic cannot be improved, my preference would be to not allow any General Plan changes in Evergreen and to abide by the current traffic-based limits on Evergreen development.

Tony Seebach
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